

~~TOP SECRET~~

7 - MAY 1958

MEMORANDUM FOR THE SECRETARY OF DEFENSE

Subject: Guidance Concerning Air Access to Berlin (U).

1. Forwarded herewith for your information is a copy of a memorandum for USCINCEUR, on the above subject.
2. When this USCINCEUR plan has been reviewed, and if approved by the Joint Chiefs of Staff, appropriate recommendations for its implementation and the extent of U.S. military action will be made to you.

For the Joint Chiefs of Staff:

**SIGNED**

N. F. TWINING,  
Chairman,  
Joint Chiefs of Staff.

Enclosure

Distr:

Chairman, JCS (2)  
DCSOPS  
Secy to CNO (JCS)  
Director/Plans, AF

(JCS 1907/154 - Approved 5 May 58)

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DIRECTIVES CROSS  
AUTHOR: JSPEC SM-330-58  
REPT. REQUIRED AS MATTER 7 - MAY 1958  
OF PRIORITY.

MEMORANDUM FOR THE U.S. COMMANDER IN CHIEF, EUROPE

Subject: Guidance Concerning Air Access to Berlin (U).

1. Reference is made to the request contained in your message EC 9-636, dated 6 February 1958, for current planning guidance relative to Berlin air access problems.
2. On 23 May 1956, the Joint Chiefs of Staff forwarded a copy of "U.S. Action in Event of Unprovoked Communist Attack Against U.S. Aircraft" (NSC 5604) to the commanders of commands established by the Joint Chiefs of Staff.
3. On 27 March 1958, the Joint Chiefs of Staff forwarded a copy of "U.S. Policy Toward Germany" (NSC 5803) to you. This policy contained Supplement I ("U.S. Policy on Berlin") and Supplement II ("U.S. Policy Toward East Germany").
4. The NSC documents described above contain the latest U.S. policy guidance on this subject, with respect to the existing situation and to one in which the Soviets or East Germans impose, or threaten to impose, a blockade or increase harassment to the point of seriously impeding Western access to Berlin.
5. The problem of transport flights above 10,000 feet in the Berlin air corridor is a definite part of the over-all problem. The United States, United Kingdom and France consider that the corridors are unlimited in altitude insofar as rights of use are concerned, while the USSR has attempted to construe a 10,000 foot altitude restriction as being part of the quadripartite agreements.
6. With the introduction of C-130 turboprop aircraft into USAFE, transport operation below 10,000 feet in the corridors would be most

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inefficient. A test of Soviet intentions with respect to this matter by flying transports above 10,000 feet in the corridors should be part of an over-all air contingency plan. Such tests could lead to an air blockade or emergency situation covered in "U.S. Policy on Berlin" (Supplement I, NSC 5803), and one in which there is now no U.S. plan approved by the Joint Chiefs of Staff.

7. Based on the above guidance, and as a matter of priority, it is desired that you submit to the Joint Chiefs of Staff for review and approval an over-all U.S. air contingency plan for Berlin which provides for:

a. Measures to be taken in case the Soviets or the German Democratic Republic impose, or threaten to impose, a blockade or increase harassment to the point of seriously impeding Western air access to Berlin, and

b. Actions required to determine Soviet intentions with respect to flights conducted at altitudes above 10,000 feet in the Berlin air corridors with particular emphasis on transport flights.

For the Joint Chiefs of Staff:

 SIGNED

R. D. WENTWORTH,  
Brig. General, USAF,  
Secretary.

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Chairman, JCS (2)  
DCSOPS  
Secy to CNO (JCS)  
Director/Plans, AF  
Marine Corps L/7Q  
Director J/S

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